

2005
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report
08
Bath County

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Bath Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: West Virginia State Line															
39	Bath County	4.59	300	G	94%	1%	2%	1%	3%	0%	F	0.106	F	0.576	310	G
	To: W 08-600															
39	Bath County	9.94	440	G	94%	1%	2%	1%	3%	0%	F	0.089	F	0.512	450	G
	To: 08-687 West of Warm Springs															
39	Bath County	2.97	1300	G	94%	1%	2%	1%	3%	0%	C	0.113	F	0.517	1300	G
	To: US 220 Warm Springs															
39 220	Bath County	0.19	2400	G	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2500	G
	To: US 220 North of Warm Springs															
39	Bath County	4.38	1500	G	93%	0%	2%	1%	3%	0%	F	0.089	F	0.557	1500	G
	To: 08-630															
39	Bath County	8.67	1700	G	93%	0%	2%	1%	3%	0%	F	0.081	F	0.544	1700	G
	To: SR 42 Millboro Springs															
39 42	Bath County	5.73	1600	G	93%	0%	2%	1%	3%	0%	F	0.088	F	0.563	1700	G
	To: Rockbridge County Line															
	From: Alleghany County Line															
42	Bath County	6.03	740	G	92%	0%	2%	3%	3%	0%	C	0.097	F	0.6	760	G
	To: 08-632															
42	Bath County	5.54	780	G	92%	0%	2%	3%	3%	0%	F	0.095	F	0.56	800	G
	To: SR 39 Millboro Springs															
42 39	Bath County	5.73	1600	G	93%	0%	2%	1%	3%	0%	F	0.088	F	0.563	1700	G
	To: Rockbridge County Line															
	From: Alleghany County Line															
220	Bath County	7.49	2600	G	94%	1%	1%	1%	3%	0%	C	0.101	F	0.581	2700	G
	To: 08-658 Hot Springs															
220	Bath County	5.43	4800	G	94%	1%	1%	1%	3%	0%	F	0.093	F	0.631	5000	G
	To: SR 39 Warm Springs															
220 39	Bath County	0.19	2400	G	91%	1%	2%	2%	5%	0%	F	0.086	F	0.585	2500	G
	To: SR 39 North of Warm Springs															
220	Bath County	4.17	1100	G	91%	1%	2%	2%	5%	0%	C	0.093	F	0.623	1100	G
	To: 08-614															
220	Bath County	5.56	670	G	91%	1%	2%	2%	5%	0%	F	0.089	F	0.536	690	G
	To: 08-623															
220	Bath County	4.11	560	G	91%	1%	2%	2%	5%	0%	F	0.091	F	0.688	580	G
	To: Highland County Line															

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						2Axle	3+Axle	1Trail	2Trail									
Bath County																		
600	7.50	90	From:	08-603								NA		NA		03/24/2003		
			To:	SR 39 SOUTH														
600	14.48	400	From:	SR 39 NORTH								C	0.174	F	0.932	410	G	2005
			To:	Highland County Line														
601	3.29	60	From:	SR 39								NA		NA		03/23/2000		
			To:	3.29 MN SR 39														
601	2.31	40	From:	R								NA		NA		03/24/2003		
			To:	Dead End														
602	0.51	30	From:	SR 42 SOUTH								NA		NA		03/17/2003		
			To:	SR 42 NORTH														
603	3.57	40	From:	08-600								NA		NA		03/27/2000		
			To:	3.57 MN 08-600														
603	3.91	70	From:	R								NA		NA		03/27/2003		
			To:	7.48 MN 08-600														
603	0.07	60	From:	R								NA		NA		03/27/2000		
			To:	08-607														
603	0.40	100	From:	R								NA		NA		03/27/2003		
			To:	08-687														
605	1.60	20	From:	Alleghany County Line								NA		NA		03/27/2003		
			To:	1.60 MN OF CL														
605	0.80	80	From:	R								NA		NA		03/27/2003		
			To:	08-687														
606	1.40	440	From:	Alleghany County Line								NA		NA		03/23/2000		
			To:	US 220														
607	0.30	20	From:	08-687								NA		NA		03/27/2000		
			To:	0.30 MN 08-687														
607	3.70	40	From:	R								NA		NA		03/24/2003		
			To:	08-603														
608	0.40	100	From:	Dead End								NA		NA		03/27/2003		
			To:	US 220														
609	2.68	180	From:	SR 39								NA		NA		03/06/2000		
			To:	08-624														
609	3.70	70	From:	R								NA		NA		03/17/2003		
			To:	3.70 MN 08-624														
609	3.90	80	From:	R								NA		NA		03/17/2003		
			To:	08-670														
609	0.80	120	From:	R								NA		NA		03/06/2000		
			To:	08-614														
609	2.60	110	From:	G	90%	0%	6%	3%	0%	0%	C	0.101	F	0.7	110	G	2005	
			To:	Highland County Line														
610	0.11	40	From:	Dead End								NA		NA		03/27/2003		
			To:	08-650														

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Bath Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Bath County																		
611	1.11	1400	From:	US 220								NA		NA	04/03/2003			
			R															
			To:	Dead End														
612	0.08	360	From:	US 220								NA		NA	03/23/2000			
			R															
			To:															
612	0.85	300	From:	08-613								NA		NA	03/27/2003			
			R															
			To:	Dead End														
613	0.55	280	From:	08-612								NA		NA	03/23/2000			
			R															
			To:	US 220														
614	9.30	230	From:	US 220								C	0.101	F	0.84	240	G	2005
			G	94%	2%	1%	3%	0%	0%									
			To:	08-609														
614	0.35	130	From:	08-672								NA		NA	03/06/2000			
			R															
			To:															
614	3.75	90	From:	08-657								NA		NA	03/06/2000			
			R															
			To:															
614	0.80	70	From:	08-678 NORTH								NA		NA	03/17/2003			
			R															
			To:	08-678 SOUTH														
614	0.53	70	From:	08-678 SOUTH								NA		NA	03/17/2003			
			R															
			To:	Highland County Line														
615	1.42	1200	From:	08-687								F	0.093	F	0.646	1200	G	2005
			G	97%	0%	1%	1%	0%	0%									
			To:	08-644 WEST														
615	0.67	1400	From:	08-617								F	0.098	F	0.61	1400	G	2005
			G	97%	0%	1%	1%	0%	0%									
			To:	US 220														
616	0.20	270	From:	08-615								NA		NA	03/27/2003			
			R															
			To:	08-650														
617	0.35	240	From:	08-615								NA		NA	03/23/2000			
			R															
			To:	Dead End														
618	3.00	50	From:	08-687								NA		NA	03/27/2003			
			R															
			To:	3.00 ME 08-687														
618	0.60	70	From:	08-646								NA		NA	03/16/2000			
			R															
			To:	US 220														
619	0.20	1400	From:	08-645								C	0.084	F	0.533	1500	G	2005
			G	99%	0%	0%	0%	0%	0%									
			To:	US 220 SOUTH														
619	0.35	310	From:	US 220 NORTH								NA		NA	03/13/2000			
			R															
			To:	Dead End														
620	1.35	20	From:	SR 39 WEST								NA		NA	03/24/2003			
			R															
			To:	08-675														
620	0.20	150	From:	SR 39 EAST								NA		NA	03/16/2000			
			R															
			To:	SR 39 EAST														

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year				
2Axle 3+Axle 1Trail 2Trail																				
Bath County																				
621	2.93	310	From:	SR 39										NA		NA	03/24/2003			
			To:	US 220																
622	0.90	40	From:	Dead End										NA		NA	03/13/2000			
			To:	US 220																
623	1.70	120	From:	Dead End										NA		NA	03/27/2003			
			To:	1.70 MN Dead End																
623	0.27	120	From:	R										NA		NA	03/27/2003			
			To:	US 220																
624	5.50	60	From:	08-609										NA		NA	03/17/2003			
			To:	08-625																
625	7.60	150	From:	08-629										NA		NA	03/09/2000			
			To:	08-678																
626	0.40	30	From:	08-629										NA		NA	03/17/2003			
			To:	Dead End																
627	5.10	40	From:	08-629										NA		NA	03/17/2003			
			To:	08-678																
628	0.50	40	From:	Dead End										NA		NA	03/17/2003			
			To:	0.50 MN Dead End																
628	0.30	40	From:	R										NA		NA	03/17/2003			
			To:	08-614																
629	2.94	440	From:	Alleghany County Line										C	0.093	F	0.561	460	G	2005
			To:	Douthat St Pk Bndv																
629	11.19	150	From:	G 99% 0% 0% 0% 0% 0% 0%							F	0.115	F	0.647	150	G	2005			
			To:	08-683																
629	1.29	270	From:	G 99% 0% 0% 0% 0% 0% 0%							F	0.109	F	0.54	280	G	2005			
			To:	SR 39 EAST																
629	0.57	320	From:	SR 39 WEST										F	0.091	F	0.625	320	G	2005
			To:	08-625																
629	5.73	70	From:	G 94% 3% 2% 1% 0% 0% 0%							C	0.147	F	0.7	70	G	2005			
			To:	08-678 SOUTH																
629	5.58	120	From:	08-678 NORTH										F	0.092	F	0.652	120	G	2005
			To:	08-640																
629	5.03	170	From:	G 94% 3% 2% 1% 0% 0% 0%							F	0.122	F	0.585	170	G	2005			
			To:	Augusta County Line																
630	1.35	40	From:	SR 39 WEST										NA		NA	03/17/2003			
			To:	SR 39 EAST																
631	0.30	6	From:	Dead End										NA		NA	03/24/2003			
			To:	08-652																
631	0.40	70	From:	R										NA		NA	03/06/2000			
			To:	SR 42																
632	0.55	20	From:	Dead End										NA		NA	03/17/2003			
			To:	SR 42																

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
			From:	Rockbridge County Line												
(633)	2.50	30		R							NA			NA		03/17/2003
			To:	2.50 MN OF CL												
(633)	1.82	210	From:	R							NA			NA		03/17/2003
			To:	08-665												
(633)	0.79	680	From:	R							NA			NA		03/17/2003
			To:	08-635												
(633)	2.20	230	From:	R							NA			NA		03/23/2000
			To:	SR 42 Gap Terminus												
			From:	SR 39 Gap Terminus												
(633)	4.30	190	R								NA			NA		03/06/2000
			To:	4.30 MN SR 39												
(633)	3.70	70	From:	R							NA			NA		03/06/2000
			To:	08-629												
			From:	Dead End												
(634)	0.65	60		R							NA			NA		03/24/2003
			To:	08-633												
			From:	08-633												
(635)	1.68	1100		G	95%	1%	2%	1%	1%	0%	C	0.121	F	0.507	1200	G 2005
			To:	SR 39												
(635)	3.84	120	From:	R							NA			NA		03/13/2003
			To:	3.84 MN SR 39												
(635)	1.26	60	From:	R							NA			NA		03/13/2003
			To:	08-640												
			From:	08-633												
(636)	0.20	60		R							NA			NA		03/02/2000
			To:	08-635 SOUTH												
			From:	08-635 NORTH												
(636)	0.40	50		R							NA			NA		03/17/2003
			To:	08-637												
			From:	08-665												
(637)	0.45	100		R							NA			NA		03/17/2003
			To:	08-691												
(637)	0.45	50	From:	R							NA			NA		03/02/2000
			To:	08-636												
(637)	0.35	30	From:	R							NA			NA		03/24/2003
			To:	Dead End												
			From:	08-633												
(638)	0.70	80		R							NA			NA		03/24/2003
			To:	08-635												
			From:	08-635												
(639)	0.60	20		R							NA			NA		03/13/2003
			To:	Dead End												
			From:	SR 39; SR 42												
(640)	0.91	220		R							NA			NA		03/13/2003
			To:	08-654												
(640)	2.50	160	From:	R							NA			NA		03/06/2000
			To:	08-635												
(640)	3.40	80	From:	R							NA			NA		03/13/2003
			To:	3.40 MN 08-635												
(640)	2.60	50	From:	R							NA			NA		06/26/2003
			To:	08-629												
			From:	08-629												
(641)	1.40	30		R							NA			NA		03/13/2003
			To:	Dead End												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Bath County																	
642	0.25	180	From:	Dead End								NA		NA		03/23/2000	
			To:	US 220													
643	0.45	30	From:	Dead End								NA		NA		03/17/2003	
			To:	SR 39													
644	0.10	10	From:	08-615								NA		NA		03/23/2000	
			To:	08-674													
645	0.05	50	From:	Dead End								NA		NA		03/13/2000	
			To:	08-619													
645	0.20	1100	From:	G	99%	0%	1%	0%	0%	0%	C	0.081	F	0.696	1200	G	2005
			To:	08-692													
646	0.30	160	From:	SR 220								NA		NA		03/27/2003	
			To:	08-618													
647	0.27	70	From:	Dead End								NA		NA		03/16/2000	
			To:	08-681													
647	0.30	190	From:	08-681								NA		NA		03/16/2000	
			To:	US 220													
648	0.44	300	From:	Dead End								NA		NA		03/27/2003	
			To:	US 220													
649	0.40	110	From:	08-648								NA		NA		03/23/2000	
			To:	08-656													
649	0.70	90	From:	08-656								NA		NA		03/24/2003	
			To:	US 220													
650	0.10	40	From:	Dead End								NA		NA		03/23/2000	
			To:	08-616													
650	0.05	160	From:	08-616								NA		NA		03/27/2003	
			To:	08-610													
650	0.21	70	From:	08-610								NA		NA		03/23/2000	
			To:	Dead End													
651	0.15	60	From:	Dead End								NA		NA		03/27/2003	
			To:	US 220													
652	0.72	49	From:	Dead End								NA		NA		03/24/2003	
			To:	08-631													
653	0.12	60	From:	US 220								NA		NA		03/16/2000	
			To:	Dead End													
654	0.74	40	From:	08-640								NA		NA		03/17/2003	
			To:	Dead End													
655	0.31	5	From:	Dead End								NA		NA		03/17/2003	
			To:	0.31 ME Dead End													
655	0.34	20	From:	0.31 ME Dead End								NA		NA		03/17/2003	
			To:	SR 42													

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						2Axle	3+Axle	1Trail	2Trail							
Bath County																
656	0.05	70	From:	Dead End							NA		NA		03/27/2003	
			To:	08-649												
656	0.30	100	From:	R						NA		NA		03/16/2000		
			To:												US 220	
657	0.50	30	From:	Dead End							NA		NA		03/17/2003	
			To:	08-614												
658	0.18	1700	From:	R						NA		NA		03/27/2003		
			To:												US 220	
659	0.08	270	From:	Dead End							NA		NA		03/23/2000	
			To:	08-658												
660	0.24	130	From:	US 220							NA		NA		03/23/2000	
			To:	Dead End												
661	0.13	160	From:	Dead End							NA		NA		03/23/2000	
			To:	US 220												
662	0.12	90	From:	SR 39							NA		NA		03/24/2003	
			To:	08-675												
662	0.10	20	From:	R						NA		NA		03/24/2003		
			To:												Dead End	
663	0.85	10	From:	08-678							NA		NA		03/17/2003	
			To:	Dead End												
664	0.33	30	From:	SR 42							NA		NA		03/17/2003	
			To:	Dead End												
665	0.05	9	From:	08-633							NA		NA		03/02/2000	
			To:	08-637												
665	0.25	80	From:	R						NA		NA		03/24/2003		
			To:												Dead End	
666	0.10	20	From:	Dead End							NA		NA		03/02/2000	
			To:	0.10 ME Dead End												
666	0.20	530	From:	R						NA		NA		03/02/2000		
			To:												08-668	
666	0.22	210	From:	R						NA		NA		03/24/2003		
			To:												08-633	
667	0.16	50	From:	08-666							NA		NA		03/17/2003	
			To:	08-633												
668	0.10	420	From:	08-666							NA		NA		03/17/2003	
			To:	08-633												
669	0.15	170	From:	Dead End							NA		NA		03/27/2003	
			To:	US 220												
670	0.16	60	From:	Dead End							NA		NA		03/24/2003	
			To:	08-609												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Bath County																	
(671)	0.09	20	From:	08-633								NA		NA		03/02/2000	
			To:	Dead End													
(672)	0.36	40	From:	Dead End								NA		NA		03/24/2003	
			To:	08-614													
(673)	0.23	40	From:	SR 39								NA		NA		03/24/2003	
			To:	08-662													
(674)	0.09	80	From:	08-644								NA		NA		03/23/2000	
			To:	Dead End													
(675)	0.39	70	From:	08-662								NA		NA		03/13/2000	
			To:	08-620													
(676)	0.35	30	From:	SR 39 WEST								NA		NA		03/27/2003	
			To:	SR 39 EAST													
(677)	0.09	40	From:	Dead End								NA		NA		03/24/2003	
			To:	US 220													
(678)	1.48	240	From:	SR 39								NA		NA		03/17/2003	
			To:	08-663													
(678)	4.78	200	From:									NA		NA		03/09/2000	
			To:	08-629 WEST													
(678)	0.94	180	From:	G	92%	1%	3%	3%	1%	0%	C	0.16	F	0.692	180	G	2005
			To:	0.94 M FRM 08-629													
(678)	4.20	130	From:	R								NA		NA		03/17/2003	
			To:	08-625													
(678)	2.26	220	From:	R								NA		NA		03/09/2000	
			To:	08-627													
(678)	3.65	200	From:	R								NA		NA		03/17/2003	
			To:	08-614 NORTH													
(678)	0.45	120	From:	R								NA		NA		03/06/2000	
			To:	Highland County Line													
(679)	0.09	20	From:	08-687 WEST								NA		NA		03/16/2000	
			To:	08-701													
(679)	0.03	80	From:	R								NA		NA		03/16/2000	
			To:	08-687 MID													
(679)	0.03	40	From:	R								NA		NA		03/24/2003	
			To:	08-687 EAST													
(680)	0.73	130	From:	US 220								NA		NA		03/13/2000	
			To:	Dead End													
(681)	0.21	45	From:	08-647								NA		NA		03/27/2003	
			To:	Dead End													
(682)	0.30	1000	From:	Dead End								NA		NA		03/24/2003	
			To:	US 220													
(683)	1.80	20	From:	08-629								NA		NA		03/17/2003	
			To:	SR 39													

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						2Axle	3+Axle	1Trail	2Trail									
Bath County																		
684	0.30	170	From:	Dead End								NA		NA		03/16/2000		
			To:	US 220														
685	0.25	220	From:	Dead End								NA		NA		03/23/2000		
			To:	US 220														
685	0.08	60	From:	US 220								NA		NA		03/27/2003		
			To:	08-613														
686	0.08	20	From:	Dead End								NA		NA		03/24/2003		
			To:	SR 39														
687	5.68	990	From:	Alleghany County Line								F	0.104	F	0.691	1000	G	2005
			To:	08-615														
687	2.04	350	From:	08-615								F	0.104	F	0.514	360	G	2005
			To:	08-618														
687	3.71	470	From:	08-618								C	0.101	F	0.652	480	G	2005
			To:	SR 39														
688	0.39	20	From:	SR 39 WEST								NA		NA		03/06/2000		
			To:	SR 39 EAST														
689	0.15	70	From:	08-633								NA		NA		03/02/2000		
			To:	SR 39; SR 42														
690	0.11	40	From:	SR 39								NA		NA		03/06/2000		
			To:	08-678														
691	0.10	30	From:	Dead End								NA		NA		03/17/2003		
			To:	0.10 MN Dead End														
691	0.15	40	From:	0.10 MN Dead End								NA		NA		03/02/2000		
			To:	08-637														
692	0.09	900	From:	SR 39 WEST								C	0.110	F	0.652	930	G	2005
			To:	08-645														
692	0.26	170	From:	08-645								C	0.107	F	0.579	170	G	2005
			To:	SR 39 EAST														
693	1.19	80	From:	08-687								NA		NA		03/27/2003		
			To:	Dead End														
694	2.45	60	From:	Dead End								NA		NA		09/14/2000		
			To:	Highland County Line														
Highland County																		
694	0.10	60	From:	Highland County Line								NA		NA		09/14/2000		
			To:	08-607														
Bath County																		
696	0.31	200	From:	Dead End								NA		NA		03/27/2003		
			To:	08-611														
697	0.15	80	From:	08-696								NA		NA		03/23/2000		
			To:	08-611														

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2Axle 3+Axle 1Trail 2Trail																
Bath County																
698	0.12	170	From:	08-633							NA	NA	03/02/2000			
			To:	08-635												
699	0.12	170	From:	08-700							NA	NA	03/27/2003			
			To:	US 220												
700	0.18	120	From:	Dead End							NA	NA	03/16/2000			
			To:	08-699												
701	0.09	90	From:	Dead End							NA	NA	03/24/2003			
			To:	08-679												
702	0.09	100	From:	08-687							NA	NA	03/16/2000			
			To:	Dead End												
703	4.96	70	From:	Alleghany County Line							NA	NA	03/27/2003			
			To:	Dead End												
704	0.12	20	From:	Dead End							NA	NA	03/02/2000			
			To:	0.12 MN Dead End												
704	0.08	20	From:	R							NA	NA	03/02/2000			
			To:	08-637												
705	0.30	140	From:	08-600							NA	NA	03/24/2003			
			To:	Dead End												
706	0.17	20	From:	Dead End							NA	NA	03/27/2003			
			To:	08-696												
707	0.04	200	From:	08-637							NA	NA	03/17/2003			
			To:	08-633												
708	0.10	140	From:	Cul-de-Sac							NA	NA	03/27/2003			
			To:	08-611												
710	0.35	120	From:	08-635							NA	NA	03/02/2000			
			To:	Dead End												
711	0.30	49	From:	Dead End							NA	NA	03/17/2003			
			To:	08-633												
714	0.20	120	From:	US 220							NA	NA	03/16/2000			
			To:	Dead End												
724	0.10	90	From:	Dead End							NA	NA	03/27/2003			
			To:	08-684												
1001	3.77	190	From:	Dead End							NA	NA	04/03/2003			
			To:	Douthat State Park												
9584	0.17	470	From:	08-682							NA	NA	03/16/2000			
			To:	New Valley High Sch												
9930	0.20	750	From:	SR 220							NA	NA	03/27/2003			
			To:	Valley Elem School												